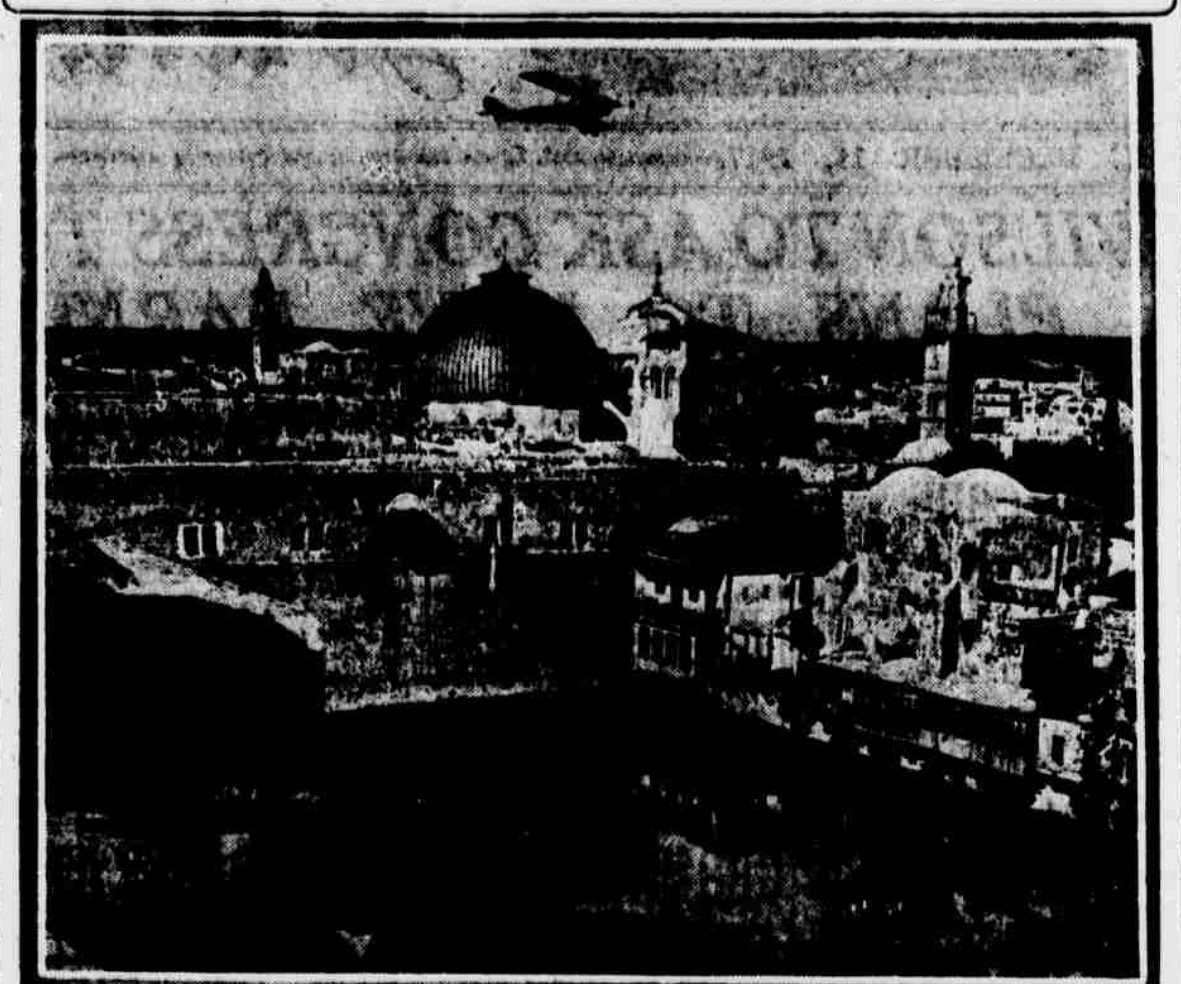


## Jerusalem, Wrested From the Turks, Dominated by British Forces.



Jerusalem, the ancient, first taken by the British, and where the sacrifices were made to God in their Palestine drive, is here shown, with a modern touch as indicated by the circling airplane. In the foreground of the photograph is one of the holy pools. The mosque of Omar on the dome of the wall.

## BRITISH ARMIES ENTER JERUSALEM

Continued from First Page.

Hebron, where the Turks were reported organizing for the defense of Jerusalem. Gen. Allenby meanwhile kept his forces near the coast in rapid motion, northward and after taking the railway line junction between Jaffa and Jerusalem pushed on to Jaffa and captured that important coast city, the gateway to Jerusalem. This was in mid-November.

By November 22 the British had pushed southwest from Jaffa until they were within five miles of Jerusalem, on the northwest. They began drawing their lines closer about the city in this direction, while steady pressure was being kept up by the interior column from the south, and on December 7 Gen. Allenby announced that he had definite possession of Hebron. The city of Jerusalem thus was virtually cut off on all sides but the east.

## TURKS RULED 400 YEARS.

How Holy City Looks to Visitors of Present Day.

To the very modern folk who make up the bulk of the city's population, the year 1517—a full hundred years before Shakespeare's death—seems a far reach back into "ancient" history. And yet Jerusalem has been in the hands of the Turks for 400 years.

For centuries in the Ottoman Empire, Jerusalem has been a city of contrasts. The many educational and tourist establishments, the latter pandering to the religious fanaticism of the world, detract from the medieval and the ancient character of the city.

The modern part of the city, with its wide streets, its modern buildings, its modern life, is a stark contrast to the old city, with its narrow streets, its ancient buildings, its ancient life.

As far back as the year 1400 B. C. Jerusalem was mentioned in the Egyptian records. One thousand years before Christ was born, the city was the capital of the Hebrew kingdom.

The town was distinguished as a military stronghold even in the dim days when David captured it (II. Samuel, v. 10). David lived what is now Jerusalem, and decided to live there, and he built on the site the City of David.

Then came Solomon, wisest man of his time, and he built the Temple of David on the site of the City of David. Solomon put up a great palace and temple on the eastern hill of the city and built a fort in the western part of the town.

As far back as the year 1400 B. C. Jerusalem was mentioned in the Egyptian records. One thousand years before Christ was born, the city was the capital of the Hebrew kingdom.

thing inside its walls and immediately without has to do with religion. Perhaps the most striking feature of the city is the rivalry of the various religious sects of all nationalities within and just without the ancient city. The modern discipline of the Prince of Peace, especially the native Christians of all sects, are outstayed, so much so that the contempt with which the orthodox Jews and Mohammedans of Jerusalem look down upon the Christians there seems deserved.

The industries of the city amount almost to nothing. It has a seaport, Jaffa, which lies thirty-five miles to the northwest, a railroad fifty-four miles long connecting Jaffa with Jerusalem. The antiquity of the city is borne home when one learns that Jaffa, anciently was a Phoenician colony in the land of the Philistines.

The seaport town is of sufficient importance to export annually more than \$2,000,000 worth of goods, consisting mostly of oranges and other foodstuffs. Its imports being chiefly cotton goods, the city is a great market for Jerusalem.

Jerusalem itself is in the Arabian tongue, "El-Kuds," which literally means "The Holy" of all holy cities that have been the seat of a religion. It is a book in the world. It is situated 2,500 feet above sea level on a rocky plateau in a mountainous region between the Mediterranean and the Dead Sea.

Jerusalem is a city of contrasts. The many educational and tourist establishments, the latter pandering to the religious fanaticism of the world, detract from the medieval and the ancient character of the city.

The modern part of the city, with its wide streets, its modern buildings, its modern life, is a stark contrast to the old city, with its narrow streets, its ancient buildings, its ancient life.

As far back as the year 1400 B. C. Jerusalem was mentioned in the Egyptian records. One thousand years before Christ was born, the city was the capital of the Hebrew kingdom.

The town was distinguished as a military stronghold even in the dim days when David captured it (II. Samuel, v. 10). David lived what is now Jerusalem, and decided to live there, and he built on the site the City of David.

Then came Solomon, wisest man of his time, and he built the Temple of David on the site of the City of David. Solomon put up a great palace and temple on the eastern hill of the city and built a fort in the western part of the town.

As far back as the year 1400 B. C. Jerusalem was mentioned in the Egyptian records. One thousand years before Christ was born, the city was the capital of the Hebrew kingdom.

The town was distinguished as a military stronghold even in the dim days when David captured it (II. Samuel, v. 10). David lived what is now Jerusalem, and decided to live there, and he built on the site the City of David.

Then came Solomon, wisest man of his time, and he built the Temple of David on the site of the City of David. Solomon put up a great palace and temple on the eastern hill of the city and built a fort in the western part of the town.

Jerusalem has a population of about 70,000, of whom two-thirds are Jews. The rest of the population is made up of Christians and Mohammedans in the respective proportion of about two to one.

Its tremendous importance to the modern civilized world because of the awfulness of the part it played in the founding of civilized ethics and religion is of sufficient importance to export annually more than \$2,000,000 worth of goods, consisting mostly of oranges and other foodstuffs.

Jerusalem itself is in the Arabian tongue, "El-Kuds," which literally means "The Holy" of all holy cities that have been the seat of a religion. It is a book in the world. It is situated 2,500 feet above sea level on a rocky plateau in a mountainous region between the Mediterranean and the Dead Sea.

Jerusalem is a city of contrasts. The many educational and tourist establishments, the latter pandering to the religious fanaticism of the world, detract from the medieval and the ancient character of the city.

The modern part of the city, with its wide streets, its modern buildings, its modern life, is a stark contrast to the old city, with its narrow streets, its ancient buildings, its ancient life.

As far back as the year 1400 B. C. Jerusalem was mentioned in the Egyptian records. One thousand years before Christ was born, the city was the capital of the Hebrew kingdom.

The town was distinguished as a military stronghold even in the dim days when David captured it (II. Samuel, v. 10). David lived what is now Jerusalem, and decided to live there, and he built on the site the City of David.

Then came Solomon, wisest man of his time, and he built the Temple of David on the site of the City of David. Solomon put up a great palace and temple on the eastern hill of the city and built a fort in the western part of the town.

As far back as the year 1400 B. C. Jerusalem was mentioned in the Egyptian records. One thousand years before Christ was born, the city was the capital of the Hebrew kingdom.

The town was distinguished as a military stronghold even in the dim days when David captured it (II. Samuel, v. 10). David lived what is now Jerusalem, and decided to live there, and he built on the site the City of David.

Then came Solomon, wisest man of his time, and he built the Temple of David on the site of the City of David. Solomon put up a great palace and temple on the eastern hill of the city and built a fort in the western part of the town.

As far back as the year 1400 B. C. Jerusalem was mentioned in the Egyptian records. One thousand years before Christ was born, the city was the capital of the Hebrew kingdom.

## ENEMY EXHAUSTED ON ITALIAN FRONT

His Advance Checked and New Positions Less Favorable Than the Old.

LOSSES ARE ENORMOUS

In an Almost Desolate Mountain Region With Winter Rapidly Closing In.

PARIS, Dec. 10.—Not only has the recent Austro-German offensive in Italy failed but the enemy has sacrificed hundreds of thousands of picked troops, and the invaders are in worse situation than they were some days ago, according to advices from Rome. The movement not only appears to have been checked for the present, but it is doubtful whether the bringing up of additional reinforcements, following the customary German strategy, would profit the foe.

The invaders appear to be more or less exhausted all along the line. Their transport difficulties are becoming increasingly complex and they are in an almost desolate region with a rigorous winter fast closing about them. On the other hand, the Italians are fighting from interior lines, such as have been the mainstay of the Central Powers to date, while British and French troops in force, who have taken over certain sections of the front, also appear to be well provisioned and to have abundant supplies of guns and ammunition.

Activity on Lower Piave.

Such Austro-German efforts as are continuing have shifted from the Asiago region to the lower Piave. Berlin reports a small success at this point, announcing the storming of the bridgehead at Sile, east of Capovale, and the capture of 200 prisoners. A Rome official report announced the recapture of observation trenches east of Capovale.

Scientific Italian despatches give the following description of the situation:

"The fierce fighting of the last few days has subsided into a period of comparative calm. The superhuman resistance of the Italian soldiers, who have held the Austro-Germans from attaining the strategic advantages of their objective, although they succeeded in obtaining gains of tactical character, has been the result of the failure of the enemy attacks indicated by the inactivity on the entire front. For three consecutive days the invaders have desisted from attacking the positions in direction of the Brenta Canal on account of the complete exhaustion of the forces engaged."

"This result is so much more important because the German system of attacking by means of a series of repeated efforts with always increasing violence in order to reach the goal. One also must consider the fact that the Austro-Germans have not produced the desired effect unless it is exploited immediately with unrelenting action."

Many Thousands Sacrificed.

"Gen. Conrad has sacrificed hundreds of thousands of his best soldiers in successive assaults, preceded by unprecedented gains of tactical character, and day the position of the Austro-Germans while not improved by the progress made, is in fact, more unfavorable than when the offensive was begun. The failure of the invaders to transport all the material to the front, the heavy snowfalls of the season also will aggravate the hardship of the enemy and threaten the lines of communication."

"It may be said, however, that the Central Powers have failed to obtain their concrete general objective, namely, the breaking of the Italian front, and the victorious armies into the plains of Italy, where they expected to find comfortable shelter during the winter months. The failure of the invaders to inflict upon the Italians the losses which our soldiers were able to inflict upon the invaders."

## FALL OF HOLY CITY SIGNIFICANT EVENT

Bishop Greer Notes Victory Comes Close Before Christmas Time.

The Right Rev. David H. Greer, Protestant Episcopal Bishop of New York, hearing of the fall of Jerusalem yesterday said:

"The fall of Jerusalem, placing it in the hands of the troops of a Christian nation and taking it from the control of the Moslems, is a most significant and notable event. Just what the result of it will be it is now difficult to determine. But it is most interesting, this fresh shift of historic territory in the world war. Coming on the eve of Christmas, it will take us back to the sacred memories and traditions of the Holy Land in a new way."

"Whether the Jews will wish to return to this city and its immediate region in large number is a subject for interesting speculation. But it is too early to forecast such a result, although it has been much discussed by the Jews themselves in many parts of the world. It may mean the nucleus for a new nation, or it may mean the nucleus for a new Jewish state, or it may mean the nucleus for a new Jewish people."

"The fall of Jerusalem will cause the Ottoman Empire to withdraw from the war, and it will cause the Jews to withdraw from the war, and it will cause the Moslems to withdraw from the war. The fall of Jerusalem will cause the Ottoman Empire to withdraw from the war, and it will cause the Jews to withdraw from the war, and it will cause the Moslems to withdraw from the war."

"The fall of Jerusalem will cause the Ottoman Empire to withdraw from the war, and it will cause the Jews to withdraw from the war, and it will cause the Moslems to withdraw from the war. The fall of Jerusalem will cause the Ottoman Empire to withdraw from the war, and it will cause the Jews to withdraw from the war, and it will cause the Moslems to withdraw from the war."

## Biltmore Ice Gardens

(BILTMORE HOTEL)  
NOW OPEN FOR THE SEASON

Two Sessions Daily

Morning 9:30 to 12:30 Afternoon 2:30 to 6

Music by Natzy's Incomparable Orchestra

Competent Exhibition and Fancy Skating

Instructors ALFRED and SIGRID NAESS

Refreshments and Dancing in the Glass Enclosed Tea Room

Daily Except Sunday

Perfect Ice regardless of weather. Admission \$1.00

The Ice Gardens may be engaged for private parties, carnivals, etc. This includes the glass enclosed Tea Room.

Perfect Ice regardless of weather. Admission \$1.00

The Ice Gardens may be engaged for private parties, carnivals, etc. This includes the glass enclosed Tea Room.

Perfect Ice regardless of weather. Admission \$1.00

The Ice Gardens may be engaged for private parties, carnivals, etc. This includes the glass enclosed Tea Room.

Perfect Ice regardless of weather. Admission \$1.00

The Ice Gardens may be engaged for private parties, carnivals, etc. This includes the glass enclosed Tea Room.

Perfect Ice regardless of weather. Admission \$1.00

The Ice Gardens may be engaged for private parties, carnivals, etc. This includes the glass enclosed Tea Room.

Perfect Ice regardless of weather. Admission \$1.00

The Ice Gardens may be engaged for private parties, carnivals, etc. This includes the glass enclosed Tea Room.

Perfect Ice regardless of weather. Admission \$1.00

The Ice Gardens may be engaged for private parties, carnivals, etc. This includes the glass enclosed Tea Room.

Perfect Ice regardless of weather. Admission \$1.00

The Ice Gardens may be engaged for private parties, carnivals, etc. This includes the glass enclosed Tea Room.

Perfect Ice regardless of weather. Admission \$1.00

The Ice Gardens may be engaged for private parties, carnivals, etc. This includes the glass enclosed Tea Room.

Perfect Ice regardless of weather. Admission \$1.00

The Ice Gardens may be engaged for private parties, carnivals, etc. This includes the glass enclosed Tea Room.

Perfect Ice regardless of weather. Admission \$1.00

The Ice Gardens may be engaged for private parties, carnivals, etc. This includes the glass enclosed Tea Room.

Perfect Ice regardless of weather. Admission \$1.00

The Ice Gardens may be engaged for private parties, carnivals, etc. This includes the glass enclosed Tea Room.

Perfect Ice regardless of weather. Admission \$1.00

The Ice Gardens may be engaged for private parties, carnivals, etc. This includes the glass enclosed Tea Room.

Perfect Ice regardless of weather. Admission \$1.00

The Ice Gardens may be engaged for private parties, carnivals, etc. This includes the glass enclosed Tea Room.

Perfect Ice regardless of weather. Admission \$1.00

The Ice Gardens may be engaged for private parties, carnivals, etc. This includes the glass enclosed Tea Room.

Perfect Ice regardless of weather. Admission \$1.00

The Ice Gardens may be engaged for private parties, carnivals, etc. This includes the glass enclosed Tea Room.

Perfect Ice regardless of weather. Admission \$1.00

The Ice Gardens may be engaged for private parties, carnivals, etc. This includes the glass enclosed Tea Room.

Perfect Ice regardless of weather. Admission \$1.00

The Ice Gardens may be engaged for private parties, carnivals, etc. This includes the glass enclosed Tea Room.

Perfect Ice regardless of weather. Admission \$1.00

The Ice Gardens may be engaged for private parties, carnivals, etc. This includes the glass enclosed Tea Room.

Perfect Ice regardless of weather. Admission \$1.00

The Ice Gardens may be engaged for private parties, carnivals, etc. This includes the glass enclosed Tea Room.

Perfect Ice regardless of weather. Admission \$1.00

## CONTROL OF RAILWAYS.

One-third of World's Mileage Run by Government.

One-third of the railways of the world are owned or controlled by the governments of the respective countries or States in which they operate, and in Europe, Asia, Africa and the British colonies more than one-half are thus owned. The figure is from a compilation by the National City Bank, showing the extent to which Government ownership of facilities has spread over the world, and which is of particular interest now that such control is not improbable in the United States, at least for the period of the war.

In Germany more than 90 per cent. of the railways are Government or State railways, according to the bank's figures. Austria-Hungary, 82 per cent.; Russia, 77 per cent.; Italy, 73 per cent.; Switzerland, 68 per cent.; the Scandinavian States, 44 per cent.; and France, 17 per cent. Of Europe as a whole 64 per cent. of the railways are classed as State or Government railways. Asia, 70 per cent.; Africa, 65 per cent.; South America, 31 per cent.; and North America only 5 per cent. In Australia 99 per cent. belong to the colonies. In New Zealand 92 per cent. are Government-owned. The railways in Great Britain are owned by the Government, but all are Government-controlled during the war. In Canada 5 per cent. are Government-owned.

In the following table is set forth the number of miles of railway in each of the countries, according to the latest figures, and the number of miles which are controlled by the Government or the States forming the Government:

	Total	Govt. owned	State mileage
Argentina	22,293	20,000	2,293
Australia	23,233	20,000	3,233
Austria-Hungary	32,293	20,000	12,293
Belgium	12,293	20,000	2,293
Brazil	12,293	20,000	2,293
Canada	22,293	20,000	2,293
Chile	12,293	20,000	2,293
Czechoslovakia	12,293	20,000	2,293
Denmark	12,293	20,000	2,293
Egypt	12,293	20,000	2,293
France	32,293	20,000	12,293
Germany	32,293	20,000	12,293
Greece	12,293	20,000	2,293
India	32,293	20,000	12,293
Italy	32,293	20,000	12,293
Japan	12,293	20,000	2,293
Latvia	12,293	20,000	2,293
Lithuania	12,293	20,000	2,293
Netherlands	12,293	20,000	2,293
New Zealand	12,293	20,000	2,293
Poland	12,293	20,000	2,293
Romania	12,293	20,000	2,293
Russia	32,293	20,000	12,293
Spain	12,293	20,000	2,293
Sweden	12,293	20,000	2,293
Switzerland	12,293	20,000	2,293
Turkey	12,293	20,000	2,293
Union of South Africa	12,293	20,000	2,293
United Kingdom	32,293	20,000	12,293
United States	32,293	20,000	12,293
All other	32,293	20,000	12,293
Total mileage	12,293	20,000	2,293

What the Railroads Don't Ask.

"The American railroad system has not been doing in the contrary it has in recent months handled 50 per cent. more business than in 1915 without material enlargement of plant."

"Some misrepresentation seems to exist as to the immediate requirements of the railroads in their present situation. Their chief operating troubles are a volume of traffic greater than the capacity of the plants in certain limited territories, aggravated by excessive use of preference orders, and their new serious malady of 'dilution' of labor which is general throughout the country and common to all industry; nevertheless the railroads under present management are prepared to furnish all the transportation which the entire nation can produce under any form of management."

"What the railroads don't ask: '1. They do not ask \$1,000,000,000 from the Government or anybody else at the moment. They could not immediately invest it in plant and equipment if they had it, because of the difficulty in getting materials and labor. A figure represents, in round figures, what ought to be spent in every year for several years to bring the American railroad plant up to the point of handling efficiently the growing traffic. About \$500,000,000 per annum on the average has been spent for a number of years for road and rolling stock. The present prices, would be equivalent to about \$1,000,000,000 for road and equipment."

"2. They do not at this time ask for repeal of the anti-trust laws, or for laws relating to them, for they do not consider such relief immediately necessary to increase output."

"The cooperative use of facilities will be continued in such way as to obtain maximum efficiency."

"The present system of voluntary unification is adequate for this time. Interest has declined, only will decline, for selfish or other reasons to respond to the requirement of the present cooperative organization."

What They Do Ask.

"What the railroads do ask: '1. The immediate appointment of a traffic officer to represent all important Government departments in transportation matters, who will coordinate and avoid the excessive use of preference orders, which congest traffic instead of facilitating it."

"2. Monopoly of the roads need more locomotives immediately and enough new cars to replace those worn out. There are approximately 3,500 locomotives and 35,000 cars still in order for the American railroads. The railroads expect to provide the capital. Priority orders are essential for prompt delivery of such equipment."

"3. Approximately 2,000 locomotives and 150,000 cars, in addition to those on order, are necessary for early construction to meet the requirements of next year, and at present prices represent a cost of approximately \$500,000,000. While a number of the railroads are able to purchase such equipment without aid, it is apparent that because the United States has nearly occupied the investment market for war loans, the railroads are unable to request of the Secretary of the Treasury that no new private financing shall be undertaken without conferences with him, the railroads finally and for the year provide through their usual channels for the capital requirements, for the replacement of equipment and other possible additions to the existing equipment, therefore the cooperation and aid of the Government through the Treasury Department and the Federal Reserve Board to secure for the new capital found by the Government to be necessary not only for enlargement of plant but for renewing maturing obligations."

"4. Immediate increases in rates as defined by the Interstate Commerce Commission's special order to meet increasing operating expenses and to increase railroad credit are necessary in Eastern territory and may become necessary in other territories."

"5. Railroad men drafted to be enrolled and assigned to railroad service until actually called upon for military service."

It was this letter which Senator Newlands took to the White House.

Newlands is Reticent.

Senator Newlands upon his return from the White House refused to give any inkling of the President's intentions as to the new war bill, the organization of the relations between the Government and the railroads in the war emergency. He said, however, that the President had indicated that he would communicate his views to Congress as to what should be done with and for the railroads.

"Very shortly," said Mr. Newlands, with emphasis, "the President will be practically ready to announce his wishes to Congress. Senator Newlands then pointed out that the new war bill, the organization of the relations between the Government and the railroads in the war emergency, is a subject which should be discussed by the Senate and House of Representatives given publicity by the commission last week."

Senator Newlands said: "The Interstate Commerce Commission and the Railway War Board differ as to the necessity of legislation to meet the urgent requirements of the war. The commission insists that the organization of the railroads should be conducted either by the carriers or by the President. If by the carriers, they suggest the suspension of the anti-trust laws, and that the railroads are concerned except as to the consolidation or merger of the competing lines during the war until further order of Congress and also the suspension of the anti-trust laws."

"They also urge financial aid by the Government in advancing such sums as are necessary for capital purposes with accompanying regulations of stock and bond issue by some governmental authority. If this unification is to be accomplished by the President, they recommend that there should be a definite guarantee to each carrier or an adequate annual return for the use of its property as well as for the upkeep and maintenance and also a provision for payment by each carrier to the Government of its expenditures for improvement and betterment whilst under control of the Government."

"The railroads, on the other hand, claim that there is no necessity for legislation, that the unification of the railroads was already arranged for under the war board is proceeding successfully and will be further perfected, that they do not ask for the repeal of the anti-trust

## MANY MECHANICS ENLIST.

New Regiment to Work Behind Pershing's Lines Grows.

Fresh impetus was given yesterday to the recruiting of mechanics at the United States Ordnance Department in City Hall Park, where a regiment is being assembled to work behind Gen. Pershing's "fighting line" in France. Several hundred men, mostly mechanics, are being recruited for the new regiment.

Men up to the age of 41 may be enlisted. Even those who have been drafted can be accepted unless they have been rejected for physical examination under the draft. For the recruiting officers are able to waive minor physical defects. It is believed that the new regiment will be composed of men who are experienced mechanics, truck drivers, automobile repairmen, clerks and bookkeepers, machinists, electricians, draughtsmen, carpenters, tinsmiths, and all other trades and professions of nearly every kind.

"The men are rated as ordnance sergeants, corporals and first class privates. They are being recruited for the new regiment. The new regiment will be composed of men who are experienced mechanics, truck drivers, automobile repairmen, clerks and bookkeepers, machinists, electricians, draughtsmen, carpenters, tinsmiths, and all other trades and professions of nearly every kind."

"The men are rated as ordnance sergeants, corporals and first class privates. They are being recruited for the new regiment. The new regiment will be composed of men who are experienced mechanics, truck drivers, automobile repairmen, clerks and bookkeepers, machinists, electricians, draughtsmen, carpenters, tinsmiths, and all other trades and professions of nearly every kind."

"The men are rated as ordnance sergeants, corporals and first class privates. They are being recruited for the new regiment. The new regiment will be composed of men who are experienced mechanics,